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MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted
with the latest English Machinery, embodying
the latest improvements in the trade.

The Purest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the manufacture throughout.

The Water used is provided by repeated
Analysis to be Absolutely Pure.

For CATERERS, Waiters are provided and
placed on hand ship at Hongkong prices, and
the full amount allowed for Packages and
Empties when received in good order.

Counterfeit Order Books supplied on applica-
tion.

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"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:

PURE AERATED WATER
SODA WATER
COGNAC
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty
or greasy, or that appear to have been used
for any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1893.

The Daily Press.

HONGKONG, 30th May, 1893.

On June 20th, 1837, at 230 a.m., WILLIAM
the Fourth lay down in royal Windsor. The
Archbishop of Canterbury with two other
high officials at once drove off for London
and reached Kensington Palace about five
o'clock. The junior was sleepy and the
majesties had "to knock and ring for a
"considerable time" before they could even
get into the courtyard. Admitted, they found
still greater somnolence within, and only
after a good deal of trouble did they suc-
ceed in rousing the maid of the Princess
Victoria. The abject slumber refused to
disturb her mistress in "such a sweet sleep,"
whereupon His Grace of Canterbury fixed
his biggest gun. "We are come on business
of state to the Queen, and even Her Ma-
jesty's sleep must give way to that." In
five minutes down came the little lady in a
"house white with night and shadow, her
"nightgown thrown off, and her hair falling
"upon her shoulders, her feet in slippers,
"tears in her eyes, but perfectly cool,
"loud and dignified." The King is
dead, long live the Queen! Such was the
beginning of a reign which completed its
fifty-eighth year today. It was surely an
interesting if not a pretty picture: the young
Queen steps into history, manifesting sim-
plicity, sincerity, a warm heart, a cool head,
and a prompt subordination of self to public
duty. What was then the spontaneous issue
of a second public utterance by her nearly
sixty years of daily presence because of his
unbearable habit. "Long live the Queen!"
Length of days such as rarely befalls a
monarch has been granted to her. George
the Third alone of British sovereigns
has outlived Victoria, and even in
this case the advantage is apparent rather
than real, for out of his fifty-nine odd years
the last eleven were passed and a Regency
presided by the stark madness of the
King. Louis the Fourteenth of France
reigned sixty years, but these included a
long minority. Of the present Manchu
dynasty Kang Hsi ruled and reigned sixty-
one years, Kien Lung sixty. Our personal
knowledge of history supplies no other ex-
amples of reigns which exceed the Queen's
in length. Splendid as all these unbroken
years, we doubt if they approach her in the
true elements of greatness.

There are many criteria of the success and
splendor of a monarch's rule: the diffusion
of happiness among the people, military and
naval prestige, the extension and consoli-
dation of empire, the development of law and
social order, scientific discovery, the aggrega-
tion of wealth, and, lastly, literary and
artistic production. These may all co-exist,
and may react on each other indefinitely;
when the national life is "full" they are the
simultaneous outcome of a vitality and an
spiritual force as obscure in their origins as
points in an individual. The determina-
tion of the period of man's greatest happi-
ness has had great attractions for historians;
Gibbon placed it between the death of
Domitian and the accession of Commodus,
the reigns of Nerva, Trajan, Hadrian, and
the Antonines (A.D. 96-A.D. 180). The
grave and cautious HALLAM located it in
the deepened 18th century. Ignoring
mundane and confining our attention to the
English nation, we deliberately think that
its happiness and prosperity up to date have
been consummated in the long and happy
reign of Queen Victoria. Men are as a rule
profoundly ignorant of the history of events
not preceding and succeeding their own
birth; except to greybeards and students

the England of 1837 is as unknown as
Babylon. It is now so far distant as to
fall into its proper historical perspective;
we can judge it dispassionately without the
distortion of party spirit and prejudice. Of
the public men who auto-date her Majesty
only two survive in honored and advanced
age, Mr. Gladstone and Mr. Villiers.
When the student of political or social
science turns to the literature of the period
or to such books as Mr. BURNER'S "Fifty
Years Ago" and Mr. HUMPHRY WARD'S
"Reign of Queen Victoria," he comes upon
an antique world, practically as dead as the
Hoplite, though far better described.
The retrospect leads inevitably to optimism
and to the conviction that in no equal period
of our national life has progress been so
marked and prosperity and happiness so
widely diffused.

To what is this "fulness" in the national
life due? Some will seek it in moral causes,
others in physical. We will not quarrel,
but we would recall to mind Bacon's famous
dictum on the mariner's compass, gun-
powder, and printing. "No empire," says
the sage, "accrues, or star seems to have ex-
ceeded greater power or influence over human
affairs than these mechanical inventions."

This may give a cold douche to the moralist
and a shock to the followers of CARLYLE,
but surely vision will tend only to confirm
the great Victorian view. JAMES WATT
added a fourth "invention," his application
of steam to fabrication and its subsequent
subjection to the purposes of land and sea
travel have completely changed the des-
tinies of the British race, and reacted on
the world at large. Facility of manufacture
and travel brought in its train sequences
which no man could ever have foreseen.
Time honored prejudices, methods, and
laws disappeared as if by magic the moment
began to mix freely and to know each
other. Our whole system of education,
commerce, law, government, and colonization
were in turn examined, found wanting, and
reformed. When one reflects that in one
single reign, Victoria, New Zealand, Queens-
land, the Dominion of Canada, Hongkong,
and the China trade have been created;
that the Indian Empire has been consoli-
dated, the African expanded, Ireland pro-
foundly changed, the army and navy com-
pletely reconstructed; that the ancient con-
stitution of the country has been modified
out of all recognition; one is lost as to the
limits of the modern conditions of life.

These changes, vital as they are, are but
a fraction of the sum total of national
activity. Science, in the doctrines of the
conservation of energy and evolution, both
primarily English triumphs, has seen the
greatest discoveries since the time of New-
ton. A literature second to that of the
Elizabethan age in poetry alone has given
quite another bias to the national mind and
conscience. A fabulous commerce has been
created and an aggregate of wealth such as
the world has never seen has been amassed.
Crime has been lessened, education spread,
diseases formerly fatal rendered innocuous,
domestic comfort and the amenities of life
both increased in quantity and refined in
quality. Even poverty, that greatest curse
of social life, is now being attacked and the
quest of the better distribution of wealth
has assumed the paramount place in public
attention. Our loyalty is not so blind as it
used to be, the belief that Her Majesty
was the cause of this progress. It will,
however, be historically associated with her
name, and in a manner she is not to be
personally dissociated from it. The purity
and splendor of her court, her tact, her
intolerance of intrigue, her personal ex-
ample and womanly sympathy, her steady
patronage of everything tending to social
improvement, have had boundless influence
on our public and social life. It is to the
Queen's personal merits largely due that
the British Empire will exhibit the most
astounding of political paradoxes—an
ardent democracy and an ancient throne.
During her long reign she has seen nearly
every government in the world convulsed
with revolution and has also witnessed many
a throne entirely submerged in political
cyclone. Her own has been unique in escap-
ing storm and stress and in this moment
more secure in the good will and esteem of
her people than ever it was when strength-
ened by absolutism and supported by the
sanctity of religion. Her Majesty is happily
yet hale and vigorous; we heartily hope she
will be spared a goodly few years to see the
greater consummation of a reign as illustrious
as it has been long, as honorable to
herself as it has been beneficial to her Em-
pire and subjects.

H.M.S. *Unst* carried out a satisfactory trial
of her machinery on today.

The O.P. steamer *Empress of India* arrived
at Kobe at 7 p.m. on Tuesday and left at
midnight for Hongkong via Nagasaki and Shanghai.

Today being Accession Day H.M. ships will
be dressed with flags "over all" from 8 a.m.
to sunset and a royal salute will be fired at noon.

The P.M. steamer *Empress of India* arrived
at Kobe at 7 p.m. on Tuesday and left at
midnight for Hongkong via Nagasaki and Shanghai.

The Russian transport *Koslovsk* arrived at
Singapore on the 10th inst. from Odessa with
610 recruits, 54 first class passengers, and 13
officers of the first class on board. She was to
leave for Vladivostok on the 12th.

Two very small Russian steamers arrived at
Singapore on the 10th inst. from Odessa with
49 tons of cargo. They are the *Georgi* and
the *Nikolai*, both being of 49 tons and both
of 45 horse power. They left Christiania on
the 9th inst. and called at Port of Spain and
Gibraltar before being bound for Singapore.
They are bound for Vladivostok and are intended
for trading. Both vessels, which are in company,
had a good passage out.

Among those invited to the garden party at
the Queen's residence on the 29th inst. were
the Duke of Devonshire, the Duke of Argyll,
the Duke of Cambridge, the Duke of York,
the Duke of Gloucester, the Duke of Kent,
the Duke of Edinburgh, the Duke of Saxe-
Coburg and Gotha, the Duke of Albany, the
Duke of Buccleugh, the Duke of Atholl, the
Duke of Hamilton, the Duke of Argyll, the
Duke of Devonshire, the Duke of Argyll, the
Duke of Cambridge, the Duke of York, the
Duke of Gloucester, the Duke of Kent, the
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VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Steamship

"SHANTUNG," Captain Vaughan, will be despatched TO-DAY, the 29th inst. at Noon.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1895. [167]

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"AZAMOR," Captain H. Nichols, will be despatched as above TO-DAY, the 29th inst. at Noon.

For Freight or Passage apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th June, 1895. [1261]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

"THROUGH BILL OF LADING ISSUED" FOR SINGAPORE, PENINSULAR, GULF, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

"BAYENNA," Captain F. Cole, carrying Her Majesty's Mails, will be despatched from this for SINGAPORE, on THURSDAY, the 29th inst. at Noon.

This steamer connects at SINGAPORE with the S.S. "CALDONIA," which vessel leaves for Hongkong on the 29th inst. at Noon.

Silk and Valuable Goods for Freight, and Tea for London (under arrangement) will be transhipped at SINGAPORE to the steamer "CALDONIA" for London, &c. will be covered by Bontang.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent, Hongkong, 7th June, 1895.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"RADNOSTRE," Captain P. Davis, will be despatched as above on or about WEDNESDAY, the 29th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th June, 1895. [1232]

"MOGL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"PANTAN," Captain Wright, will be despatched as above on or about WEDNESDAY, the 29th inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th June, 1895. [1233]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING, via Nagasaki, Kobe, Yokohama, and Honolulu, on FRIDAY, June 29, at Noon.

CITY OF NAGASAKI, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 2, at Noon.

CITY OF YOKOHAMA, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF HONOLULU, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF SINGAPORE, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF MANILA, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF CEBU, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF BATAVIA, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF SOERABAYA, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

CITY OF SAMARANG, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

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CITY OF SAMARANG, via Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, July 30, at Noon.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI DIRECT.

THE Company's Steamship

"ADOUR," Captain Bousquet, will be despatched for the above Port on or about TO-MORROW, the 21st instant, in the afternoon.

For Freight or Passage, apply to C. TOURNARE, Acting Agent.

Hongkong, 13th June, 1895. [12]

NOBDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE MEDITERRANEAN SEA AND IONIAN PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

PENELOPE, Monday, 24th June, 1895.

HAYEN, Monday, 24th June, 1895.

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VESSELS ADVERTISED AS LOADING.

DESTINATION.

VESSEL'S NAME.

FLAG & REG.

CAPTAIN.

FOR FREIGHT APPLY TO.

TO BE DESPATCHED.

LONDON & CO. VIA BOMBAY.

LONDON & CO. VIA SINGAPORE.

LONDON & CO. VIA SINGAPORE.

LONDON & CO. VIA SINGAPORE.

LONDON & CO. VIA SINGAPORE.

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